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DOCK OWNERS SCOUT NEW PLAN

Declare System of Wharves on Lower Thames Would Prove a Gigantic Failure.

COST MUCH AND PAY LITTLE

Scheme Impracticable, in Fact, Say Opposition Leaders, Who Have Own Interests to Serve.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) LONDON, March 18.—As might well be supposed, the big scheme for the construction of wharves in the lower Thames whereby it is declared the facilities of the port of London will be greatly increased, is not viewed altogether with favor by the existing dock companies.

The nature of their criticisms may be gathered from an interview with the Hon. Sydney Holland, the deputy chairman of the London and India Docks Company. Stated in general terms, the scheme is open to criticism in every respect, alike on financial and practical grounds, and he holds it unworthy of serious consideration.

Method Obsolete.

In the first place, the plan to build wharves instead of docks implies a reversion to old-fashioned methods which have long since been abandoned. Elsewhere, in Antwerp, for instance, they are now supplementing their wharves with docks. "Further," Mr. Holland said, "We ourselves have tried a jetty for twenty-two years outside the Albert Dock, and we have not been able to get general ships to come and deliver their cargoes there, so we have had to confine its use to petroleum and coal, and this wharf is infinitely better situated than that proposed. It is on the proper side of the Thames, much nearer town, and has railway connections and so on.

"Then the estimate of six million tons of shipping is absurd, as you will understand when I tell you that this as much as that of all our docks together, and we have twenty-nine miles of these against the one mile and a quarter of the quay which they propose.

Company Abandoned Plan.

"In this connection I may remind you further that the Peninsula and Oriental Company some time ago bought land with the view of trying the same plan as now proposed, but afterward abandoned the idea and went to Tilbury Dock again. "As to the cost of construction entailed, the scheme will do away with one of the great dock works, on account of the tidal considerations involved."

In reply to the question: "Assuming, however, that the wharves are constructed and everything is in order, how do you think the scheme would work?" Mr. Holland replied:

"My answer to that is simple. I have no hesitation in saying that the scheme is impracticable. They talk of long arm cranes being employed to deliver goods straight out of the holds of ships on the river side of the wharf and deposit them in barges on the land side. It is a fatal drawback. The scheme is a great objection to wharves, which is that of having barges lying alongside a ship and bumping her with every swell.

Says it is Absurd.

"The suggestion is, however, absurd, having in view the quantity of cargo which it is proposed to deal with in this ridiculous fashion. I might remind you, among other things, that the biggest ships nowadays use their own cranes, and these certainly are not of the kind which will do away with one of the great dock works, on account of the tidal considerations involved."

Questioned as to the statement that the charges would be more moderate than those in existence, Mr. Holland said: "It is seriously imagined we should sit still and allow them to underbid us in the manner proposed. Of course, we should do nothing of the kind. Apart from this, what amount of custom could they hope to obtain? They are on the wrong side of the river, for one thing, which is a fatal drawback. The scheme is a great objection to wharves, which is that of having barges lying alongside a ship and bumping her with every swell.

Questioned as to the statement that the charges would be more moderate than those in existence, Mr. Holland said: "It is seriously imagined we should sit still and allow them to underbid us in the manner proposed. Of course, we should do nothing of the kind. Apart from this, what amount of custom could they hope to obtain? They are on the wrong side of the river, for one thing, which is a fatal drawback. The scheme is a great objection to wharves, which is that of having barges lying alongside a ship and bumping her with every swell.

American Honored.

(Special Cable to The Times-Dispatch and New York Herald.) (Copyright, by the New York Herald Co.) PARIS, March 18.—Mr. Henry Vignaud, the much esteemed first secretary of the American Embassy in Paris, has just received a signal honor from the Paris Geographical Society, which has conferred upon him the Jomard prize, founded to encourage historical research. Mr. Vignaud's recent researches into the life and travels of Columbus have attracted great attention on the Continent.

DEVELOP ENGLISH NAVY ON NEW LINES

Rapidity With Which Battleships Become Obsolete Suggests Necessary Changes.

NEED MORE SMALL FIGHTERS

Lord Brassey Proposes High Speed Vessel of Torpedo Boat Destroyer Class.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) LONDON, March 18.—Lord Brassey, in the course of a lecture to the Institution of Civil Engineers on naval shipbuilding, said the latest official statistics showed that England held a commanding position in the numerical strength of her fleet, but the rapidity with which vessels became obsolete made it imperative that the designs and principles of construction of future vessels should receive very careful attention.

Lord Brassey thought they should carefully watch work in progress for foreign navies, and he instanced four vessels of the Vittorio Emanuele type now building for the Italian navy.

In the growth of dimensions England had always led the way, he said, and the hands of her skillful navy architects growing dimensions had given more than a proportionate gain in fighting efficiency, but on the other side various arguments could be advanced. In naval battles numbers must tell, and if the units were less costly more of them could be built. In the case of heavy ships, immunity from the dangers of darkness, nor from stranding or collision, nor from the ram or torpedo or submarine mine. Conning towers could give no protection to commanders.

Torpedo Boat Destroyers.

Lord Brassey was of opinion that it should not be difficult to design a high speed vessel of the torpedo boat destroyer class, heavily armored, and armed with torpedo tubes and with heavy gun in the bows. Many of these could be built for the cost of one battleship and they might be more than a match for the larger ships in a hard fought day. He also suggested that some British battleships might with advantage be similar to those now being built for Italy and Germany with a displacement of about thirteen thousand tons.

Without advocating a revolution in shipbuilding, policy or design, Lord Brassey had a single ship less on the navy list, he contended that in future shipbuilding programmes some vessels should be included of a type suitable for narrow and shallow waters. As to the submarine, Lord Brassey thought it essentially a defensive weapon. It was valuable for harbor defense, but its ability to navigate the seas had yet to be proved.

As to cruisers, he considered the latest British examples would well bear comparison with those under construction elsewhere. Two types were necessary, namely, scouts of the fleet, in which speed and coal endurance were essential qualities, and cruisers for the protection of commerce, which fishing efficiency must be combined with these qualities. The latter type must be large.

With regard to scouting cruisers, he pointed out that the war in the far East had shown that cruisers having no protection but vertical armor could hardly be reckoned as combatants.

PRINCE IN OVERALLS RODE IN ENGINE CAB

Looking Like Ordinary Mechanic, Arrived in Paris, Grimy But Happy.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) PARIS, March 18.—Never did scion of royal house come to Paris under such exceptional circumstances as those that characterized the advent here this week of Prince Ferdinand of Bulgaria. The Prince had often expressed the wish to take a ride in the cab of a locomotive. The opportunity was afforded him the other day when he was on his way to the French capital. It was while he was on the train between Calais and Abbeville that he was told the necessary authorization had been secured—and also a complete set of workman's overalls.

The Prince immediately donned this humble uniform and when the train reached Abbeville he went forward and took his seat at the side of the engineer. When the train arrived at Paris loungers and travelers about the station were much surprised to see the Comte de Paris and other officials gravely examining before what looked like an ordinary mechanic, and a very grimy one at that.

The Prince declared that he had never made so interesting a journey in his life.

BRITISH COAST SWEEP BY STORM

Houses Stripped of Roofs and Doors and Windows Demolished.

ARE MANY DISASTERS AT SEA

Royal Yachts Detained in Harbor Owing to Severity of Gale.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) LONDON, March 18.—If the country was in a general state of alarm only two weeks ago at the prolonged drought, it is having plenty of rain now.

The past week has seen nothing but a series of terrific deluges, some times accompanied by thunder and lightning. Queen Alexandra, who had intended to take her departure with the Princess Victoria, on Monday, for Portugal, has got no farther than Portsmouth. The royal yacht Victoria and Albert being detained in the harbor owing to the severity of the gale.

On Tuesday night and Wednesday the United Kingdom was swept by a hurricane which is considered the most violent that has been experienced for a generation. At its height the velocity was tremendous. Houses were stripped of their roofs and doors and windows were demolished.

Fortunately few lives were lost on land, though the record of disaster at sea is rather large. It is estimated that on the south and west coasts the velocity of the wind was within one or two points of the utmost strength it is possible for it to obtain. In Edinburgh, indeed, the wind gauge at the Royal Observatory registered a velocity of ninety miles an hour, while during some gusts it was believed that one hundred miles velocity was actually experienced.

According to the reading of the anemometer, kept by the Cork Harbor Commissioners at Rothes Point, the velocity of wind there reached seventy-four miles an hour, which is the greatest ever recorded by the instrument since it was placed at Rothes Point, greater, indeed, than in October, 1894, when the "Dauntless" lightship, Pluffin, foundered at her moorings off the harbor with all hands. An exciting scene was witnessed off Dover, a ship was seen under full sail running before the wind, when there came a sudden fierce squall. The squall was brief, but after it had passed no trace of the ship was to be seen.

JUDGMENT QUESTIONED, EXPERT KILLS HIMSELF

Court Decided That Rembrandt Picture He Bought Was Not Authentic.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) PARIS, March 18.—An adverse judgment of the courts that reflected on his reputation as an expert in art matters is said to have been the cause of the suicide this week of M. Lannoy, a well known Parisian art dealer. The event has aroused great interest and sympathy in the circles where M. Lannoy was best known.

As an expert, he had recently advised Baron de Vaux to purchase a picture attributed to Rembrandt. M. Lannoy held that it was authentic. Doubts having arisen, however, the Baron refused to pay for the work, and the matter was referred to the courts. The judges in the case of the picture, and four other experts, and they were unanimous in deciding that the picture was not authentic. A verdict was rendered in accordance with this opinion, and two days afterward, M. Lannoy ended his life.

UNEARTH PORTIONS OF HISTORIC BASTILLE

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) PARIS, March 18.—Excavations in the Place de la Bastille for the extension of the Metropolitan, the new Paris subway, has led to the discovery of the main postern and drawbridge of the historic prison fortress. Hewn stone and rusted iron and cannon balls have also been unearthed and have been taken to the Musee Carnavalet.

PARIS PREPARES FOR HORSE SHOW

Arrangements Now in Progress for Annual Concours Hippique in Grand Palais.

NAVY CLUB HARD AT WORK

Yachting Week at Havre Will Rival Famous Fixtures at Kiel and Cowes.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) PARIS, March 18.—Ideal spring weather has been the lot of Parisians this week. There was just enough shower and sunshine to show that winter was really at an end and to bring out the buds on the chestnut trees in the Avenue des Champs Elysees. If the south breezes continue for another week with a fair degree of sunshine Paris will don her light green dress, whether that be the fashionable color or not.

Another sign of spring are the preparations now in progress for the annual Concours Hippique in the Grand Palais. These are practically completed. As usual, boxes and platforms have been erected all around the course under the great roof. But there is one innovation worth mentioning in this year, which is, it is anticipated, will add considerably to the social glories of the horse show. This is the improved arrangement for lighting.

No less than sixty great arc lights have been installed and all the boxes and galleries have been furnished with festoons of incandescent lights. So nights at the horse show should be as brilliant this year as gala nights at the opera.

Come, Roederer, by the way, is the president this year of the Committee on Entries, which should commence its labors on Tuesday.

SPELLING REFORM IDLE DREAM, SAYS FRENCHMAN

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) PARIS, March 18.—Spelling reform has been declared an idle dream by the distinguished committee of the Academie Française appointed to look into the matter. In a report made this week the committee declares that after mature deliberation it has decided that no reform of such a nature is practicable and that there are but a small number of words capable of being properly reformed.

Here are some of the changes, though, that the committee says should be tolerated: "Confidential," instead of "confidential"; "potentiel," instead of "potential"; "peuple," instead of "the people." The idea is that superfluous letters may be dropped when they have not etymological or linguistic claims to existence.

LONDON PAPERS SPOUT DEFIANCE

Battle Royal Among Afternoon Dailies Causes Much Amusement.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) LONDON, March 18.—London is looking on with amusement at a conflict which is now going on among the London evening papers. The struggle was thrown down by the Evening Standard and the St. James Gazette, which are now amalgamated, and came out on Monday boasting it was the biggest penny evening paper published.

The Evening News took up the challenge and professing to have a larger circulation by seven to one than any other paper, came out on Tuesday swollen to twice its former size, but at the old price of a half-penny.

This excited the Star, which shouted defiance at the News, and came out on Wednesday with a statement large to its circulation, and after some consideration, the Evening News as it advised and unworthy, and gave figures in the endeavor to prove it possessed the largest circulation. To its own satisfaction it evidently did, for all over the town the Star's contents bills contained nothing more than the triumphant phrase, "The Star Has Won."

Then, the Pall Mall Gazette announced an additional edition, which would make it the most up-to-date of the lot, and while the public looked on in bewilderment and wondered which side to back, with a copper, the Sun looked calmly on, soothed the warring with its placard: "Don't Worry; Buy the Sun."

LOUVRE VICTIM OF SWINDLERS

Public Funds Squandered on Pictures That Prove to be Only Copies.

NICHOLAS COPE BACK IN ITALY

Will Probably Not be Placed in Cathedral Again—McCormick's London House.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) PARIS, March 18.—The Metropolitan Museum in New York is not the only gallery that is having trouble over the possible presence of things not genuine. The Louvre is also a sufferer. A picture of St. Francis, attributed to Greco, was removed from the Louvre this week by order of the Secretary of Fine Arts, experts having decided that it is nothing but a copy of the famous master's work.

The affair has naturally caused some thing of a sensation, and it is again charged in some quarters that the Louvre is constantly being victimized and public funds are squandered on subjects of relatively little value. It has been explained that the picture was presented to the museum in good faith by a collector who had acquired it in a private sale.

A select company of artists, connoisseurs and society people assembled at the Guimet Museum the other afternoon to witness the sacred Brahminical dances executed by Mrs. MacLeod, a Scotch woman living in Paris, who is a well known exponent of Hindu dancing. Mrs. MacLeod represented a high priestess, wearing authentic robes from India. The invocation to Shiva was accompanied by sacred music on Indian instruments.

HEIR OF ANGLESEY HAS IMPOVERISHED ESTATE

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) PARIS, March 18.—The news of Lord Anglesey's death did not come as a great shock to London society, most of the talk being of sympathy for the heir, who has come into his kingdom in such a terribly impoverished state.

The new Lord Anglesey is the elder son of the late Lord Alexander Peel. His sisters are two of the most beautiful married women in society, Lady Herbert and Lady Ingestre, both of whom some day will become countesses, as it is the King, it is expected, will allow them now to assume the rank of Marquis' daughters. The new peer, who is remarkably good looking, is a very popular young man. He is very tall and fair, with a clean bright complexion; in fact, very like his young sister, Lady Herbert.

GO TO JAIL IF LOVE IS NOT UP TO STANDARD

Emendation to Marriage Clause of Code Proposed by Reform Committee.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) PARIS, March 18.—M. Paul Hervieu and the Committee for the Reform of the Code Civil are responsible for a new difficulty, not to say danger, now threatening honest married people in France. This takes the form of an emendation to the marriage clause of the code, proposed by M. Hervieu and promptly adopted by the committee.

Formerly, under the code, married folks were held to owe to one another mutual fidelity, comfort and aid. To these sometimes difficult legal obligations is now added the still more serious one of "loving one another."

Should the amended clause really become law a wife or a husband may call in the gendarmes at any time to arrest the conjugal whose affection is not up to the legal standard.

PRESIDENT WILL SPEAK TO MINERS

(By Associated Press.)

WASHINGTON, March 18.—A delegation of anthracite coal miners, led by John Mitchell, president of the United Mine Workers of America, called on the President to-day to invite him to address a meeting of miners on the occasion of his proposed visit to Wilkes-Barre, Pa., next summer. The President accepted the invitation, and, after some consideration, it was decided that he should be at Wilkes-Barre on the 10th of August and address the miners at that time.

TURBINE LINE TO CROSS THE OCEAN

Britishers Rush to Take Passage on Vessel That Will Attempt New Feat.

TEST IS VERY SATISFACTORY

Speed Very Little Affected by Roughness of Water During Big Storm.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) PARIS, March 18.—Great interest centers in the first trans-Atlantic trip of the new turbine Allan liner, Victorien, which begins her maiden voyage next week to America.

The Victorien is the first turbine steamer to attempt such a task and the novelty of traveling by the new kind of steamship propulsion has awakened no keen interest that the passenger accommodation has been booked to the full limit.

An agent describing the rush said he believed Britishers would book by the ship if one were ready to start. The ship is the first vessel to turbine across the Atlantic are much disappointed. Many passengers delayed their departure until the Victorien's sister turbine boat, the Virginian, makes her maiden trip on April 8th.

The Victorien, which is of 12,000 tons, arrived in the Clyde Thursday from Belfast, and entered upon her official speed trials in weather which thoroughly tested her seagoing qualities.

On the passage across the channel she met huge seas and one of those aboard, who watched her throughout the trial in Ireland, in an interview, said the great vessel behaved splendidly.

In the storm of the previous night her speed was very little affected by the roughness of the water.

The turbine working to the utmost satisfaction, little or no vibration being observable, everyone was delighted with the performance of the vessel.

The Victorien was boarded at Greenock by a large company, the guests including many marine experts, designers, and well known ship owners. She proceeded at once to the measured mile at Skelmorlie, and after a few turns went for a spin down the Firth. The final trip gave every satisfaction.

The Victorien leaves for America next Thursday.

M'CORMICK AT LAST GETS LONDON HOUSE

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) LONDON, March 18.—Mr. McCormick, the American millionaire, has at last found a house in London, which is, it is said, one capable of housing without undue pressure his priceless collection of old English Masters. This collection, by the way, has been his great and special hobby ever since his boyhood.

Mr. McCormick found insuperable difficulties in securing a freehold in London, and for several years past he and Mrs. McCormick have contented themselves with their large flat in Berkeley House. They have only been able to obtain their new house in Hertford Street on a lease, but so much has yet to be done that they may have to wait until next August before ultimately taking possession. The principle difficulty was in suitable lighting arrangements, which have been designed by the owner himself, for the marvelous Gainsboroughs, Rembays and St. Joshua Reynolds, which mainly make up the collection.

DUKE ORGANIZES A NEW ARCTIC EXPEDITION

French Pretender Plans Trip That Will Combine Sport and Science.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) PARIS, March 18.—The Duc d'Orleans has now definitely decided to organize an Arctic expedition which is to be carried out under his personal direction. The possibility of such a voyage was mooted months ago, it being known that the Duc was desirous of securing Dr. Nansen's ship, the Fram, for such a voyage. These negotiations fell through, however, owing, it is said, to the condition that was imposed that the expedition be placed under one of Nansen's former lieutenants.

The Duc has now obtained for his purpose the Belgica, a ship which was used by the recent Antarctic expedition under M. de Gerlache. On this occasion M. de Gerlache is to accompany the French pretender.

The object of the trip is sport and science generally.

SOON TO PASS ON CHURCH AND STATE

M. Briand's Report on Separation is the Absorbing Theme Just Now in France.

GENERAL TOURNIER HISSED

Nationalist Deputy Even Hints That Paris May See Troubles Like St. Petersburg.

(Special Cable to The Times-Dispatch and New York Herald.)

(Copyright, by the New York Herald Co.) PARIS, March 18.—The political event of importance during the last week was the distribution among the deputies of the report prepared by M. Briand on the separation of Church and State. They have raised considerable rumpus over the document, which, after all, is held to be conceived in a spirit relatively liberal. At the same time it should be noticed that in the historical part of the document the reporter gives himself no little pains in an effort to show that the ecclesiastical authority has trespassed on civil powers and to establish the fact, once and for all, that the abandonment of the Concordat was rendered necessary not by a republican government but by Rome.

Would Settle It Before Elections.

The really important point of the report though is the necessity which it discloses of winding up the affair before next year's elections. In this connection, moreover, it is said that the question will be brought up in the Chamber of Deputies for regular debate before the month is out. But we should not forget that in a general way, the entire Republican party seems to be in accord on the question of separation, practically all the moderate Republicans are more or less devoted partisans of the Concordat, and would, therefore, prefer to put off final action until after the elections. This would be something like submitting the matter to a referendum, and thus give greater weight to the decision, whatever it should be.

It is not altogether certain, though, that this would be the simplest way to get at the root of the matter. Even so, in so clear a matter as separation it is wholly possible that universal suffrage would give another one of those ambiguous answers to which we are so accustomed and that resemble nothing so much as the public's haphazard response of an ancient oracle.

But the powers that be demand quick action.

Tournier Hised.

Another event of the week was the re-entry of General Tournier to active service as commander of the Twelfth Army Corps. He had been placed on the non-active list, it will be remembered, as a confirmed reactionary. The socialists looked upon his return to grace with decided disfavor. So when the General appeared in public, the streets were greeted with hisses and other manifestations of even such a more hostile nature that it all resulted in another clash between crowd and police. In the chamber the government was called upon at once for an explanation.

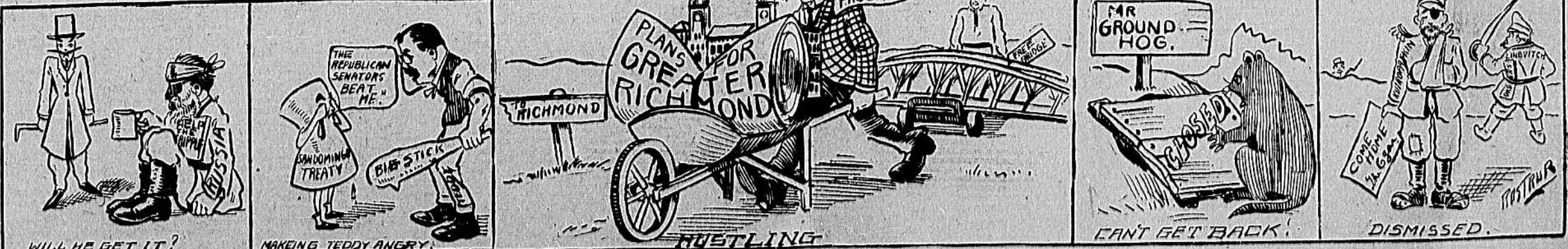
As you may imagine, we were delighted by the affair and ready to make the most of it, for it was as disagreeable to the government as it was to the General involved. One Nationalist even went so far as to predict that it would all end in the shedding of good French blood in the streets. The chamber stood by the government, though, and held the would-be critics in abeyance.

And as for the menace of blood-letting, the nationalists need not expect to see that so very soon. The recent executions in St. Petersburg were not exactly of such a nature as to inspire headlong imitation.

Ministerial Regrets.

There is another little incident to report, useful this time, as indicating that the present members of the government are not lacking in certain qualities of firmness when need be. M. Goude is the Socialist adjunct of Briand, and in that capacity came in person to extend an invitation to the Minister of Marine to visit that port and preside at a band competition. Now this same M. Goude has long been in particular lane of all the naval authorities of France. The upshot of the matter was that the Minister met the invitation with a flat refusal, letting M. Goude understand that his attitude rendered such participation on the Minister's part quite out of the question.

To close this little review, I may mention the circular that M. Rittone, Minister of the Interior, has addressed to all the prefects, inviting them to send him a daily dispatch concerning the affairs of their respective departments. It is a resumption of the administrative practices that obtained when the government here was at its best, and it is a good scheme, moreover, to make the prefects attend to business. J. CORNELLY.



LEADING EVENTS OF THE WEEK AS SEEN THROUGH CARTOONIST RUETLING'S GLASSES.